

TRAIN WITH 50 ON BOARD STILL LOST IN DRIFT; 16,000 AT WORK DIGGING THE CITY OUT OF SNOW

COMPLETE NOVEL
EACH WEEK
IN THE
EVENING WORLD

The

Evening

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ENGLAND WILL NOT SEND AN ARMY INTO MEXICO TO AVENGE KILLING OF BENTON

Foreign Secretary Admits Na-
tion Is Balked by Carranza
but Will Not Intervene.

CAN DO NOTHING NOW.

But Grey Tells Parliament
Right Is Reserved to Act
When Circumstances Allow.

LONDON, March 3.—The British Government's view that no immediate action could be taken by it in connection with the death of James W. Benton, the British ranchman, was made quite plain today in the House of Commons by Sir Edward Grey, the British Foreign Secretary. Sir Edward was, however, equally explicit in pointing out that if Great Britain failed to secure satisfaction through the United States, the British Government reserved to itself the right to secure reparation whenever it was able to do so.

The promised pronouncement on the Mexican situation from the Foreign Secretary had been anxiously awaited. It was delivered before a keenly interested gathering of the members of the House of Commons, while the entire nation looked forward to a declaration of the Government's policy in regard to Mexico.

Intense resentment has been displayed throughout the British Isles over what is regarded as an attempt on the part of Venustiano Carranza, the Constitutional leader in Mexico, to sow discord between the British Empire and the United States and also over the repeated delays in the investigation of the circumstances of the death of Benton.

"I must ask leave of the House to make a somewhat more extended statement than can properly be compressed within the limits of an answer to a question said Sir Edward Grey in opening.

"All the efforts that have been made hitherto have failed to secure an investigation into the facts respecting the death of William S. Benton. The persistent difficulties put in the way of such an investigation create the strongest presumption of a desire and an intention to conceal the truth on the part of those in Mexico, who are responsible for what has happened.

"Communications with the Government of the United States are still proceeding, but I would repeat what I said last week—that these communi-

(Continued on Fifth Page.)

MINISTER CARDEN MEETS WILSON TO-NIGHT.

WASHINGTON, March 3.—Sir Lionel Carden, Great Britain's Minister to Mexico, will confer with President Wilson to-night at 8 o'clock and later will leave for New York to sail for England to-morrow morning on the Olympic.

With Sir Cecil Spring-Rice, the British Ambassador, Sir Lionel conferred briefly early to-day with Secretary Bryan and arranged the details of his meeting with the President. Secretary Bryan will dine at the British Embassy this evening before Sir Lionel leaves for New York.

The British Minister declined to comment upon the Mexican situation in any way.

"I am sorry," he said to all questioners, "but my Government does not permit me to give interviews."

GAVE UP WIFE BECAUSE SHE FORGAVE DAUGHTER WHO MARRIED CHAUFFEUR



AMOS TUCK FRENCH

SUFFRAGISTS CLASH THREATEN RUIN TO DEMOCRATIC PARTY

Lively Time at Congress Hear-
ing, During Which Dr. Mary
Walker Is Squelched.

WASHINGTON, March 3.—After threatening the Democratic party and President Wilson with defeat if their demands for equal suffrage are not granted, leaders of various suffrage organizations got into a squabble to-day over just what they do demand.

They quarrelled openly before the committee and a crowd of 400 spectators who alternately cheered and hissed the disputing speakers. The only contingent that knew exactly what it desired was the "antia." They insisted that they and a majority of women want to be let alone on their political rights.

In the clash Dr. Mary Walker was "squelched." She was refused a hearing because she represents no organization for or against woman suffrage.

Mrs. Medill McCormick of the American Suffrage Association, Mrs. Colby of the Women Equality Association and Mrs. Mary Beard of the Congressional Union clashed in a triangular row over what women want from Congress.

When Mrs. McCormick said the women want a State referendum, Mrs. Glendower Evans of Boston and Mrs. Beard of the Congressional Union, jumped up angrily and denied it. They said women want a constitutional amendment giving them suffrage. Both factions were disputed by members of the Equality Association, who said that women want a national referendum. All were contradicted by Mrs. Arthur M. Dodge of the "antia," who said women "have all the political rights they desire and don't want or need any more."

Mrs. Beard and Mrs. Crystal Benedict of New York threatened the Democrats with reprisals by women at the polls if the party does not grant equal suffrage. They said the party which will come into power in 1917 will believe that woman suffrage is a matter of national importance and of transcendent national importance.

AMOS TUCK FRENCH DIVORCED BY WIFE FOR NON-SUPPORT

Trouble Between Them Since
Daughter Married Jack
Geraghty, Chauffeur.

THE MOTHER FORGAVE.

Father Would Not and Aunt,
Mrs. Elsie French Vander-
bilt, Sided With Him.

(Special to The Evening World.)
NEWPORT, March 3.—Mrs. Pauline Leroy French, mother of Mrs. Jack Geraghty, the niece of Mrs. Elsie French Vanderbilt, who eloped with the family chauffeur three and a half years ago, was divorced to-day from Amos Tuck French. They have been estranged since Mrs. French insisted on forgiving her daughter for marrying the chauffeur. Mrs. French obtained the divorce on the ground of non-support.

The divorce proceeding was brief, but Mrs. French's affidavit represented that she had left her husband in 1911 after he had told her that he would not live with her or support her. They had been married twenty-eight years. Many demands on him for money, she said, had met with refusal and she had been dependent on Mrs. Stuyvesant Leroy and even on loyal servants for support.

Her statement was corroborated by the statements of Mrs. Leroy and of a maid who said that she had lent Mrs. French her savings. Dr. Knapp, Mrs. French's physician, said that he knew she had been obliged to provide for herself for two and a half years.

The Frenches have four other children, besides Mrs. Geraghty. One is the wife of Samuel Wagstaff. The family became divided against itself soon after Julia French ran away to Springfield, Mass. and married Geraghty.

Mrs. French was inclined to receive Mrs. Geraghty into her good graces, especially when it became known that a child was to be born to the Geraghtys.

Mrs. Stuyvesant Leroy took the same attitude as Mrs. French. Mr. French, who had expressed himself as displeased with the manner of home life which allowed his daughter to fall in love with his chauffeur, gave up the household altogether when the possibility of a reconciliation was discussed. His daughter, Mrs. Wagstaff, and his son Frank sided with him and the son publicly threatened to horsewhip Geraghty at first sight.

Mrs. Elsie French Vanderbilt steadfastly refused to recognize Mrs. Geraghty.

200 ACTORS SNOWBOUND HUNGER FOR 14 HOURS

Make Attack on Lunch Counters at
Baltimore After Tieup of Their
Train From This City.

BALTIMORE, Md., March 3.—After fourteen hours on a railroad train between New York and Baltimore, during which time they were without food about two hundred actors and actresses arrived at Union Station to-day and made a dash for lunch counters.

The stage people were on the "Actors' Special" which was sent out from New York by a booking concern after the play bills of half a dozen cities had been disorganized by the storm.

'HEAVEN-SENT LOVE' WAS TRUE PASSION, RUMRILL DECLARES

"Intellectual Admirer" Says
Mrs. Rantoul Was Even
More Than a Friend.

TALE EMBARRASSES HIM.

Millionaire Hangs Head as He
Tells of Great Regard for
Friend's Wife.

BOSTON, Mass., March 3.—Hanging his head in shame, Chester Chapin ("Chippie") Rumrill to-day confessed on the witness stand in East Cambridge Court his love for the wife of his best friend and college chum, Edward L. Rantoul.

Rantoul sat with his face buried in his hands at a table scarcely three feet away. In an ante-room Mrs. Lois B. Rantoul, granddaughter of James Russell Lowell, wept as she heard the halting admission of her "Heaven-sent admirer."

"Did your relations with Mrs. Rantoul ever pass the bounds of mere friendship?" The question was asked and Rumrill's eyes filled with tears as he answered in a low voice:

"Yes, they did."

"When was that?" Attorney Hunt asked.

"It is hard to place the date. I think it was in the fall of 1910. There was no declaration. We seemed simply to understand our love was mutual."

The crowd of fashionable people drawn to the court room by the troubles of the Rantouls held its breath and watched every move with intensity as the man whom Mrs. Rantoul called her "intellectual admirer" testified.

WOULD MAKE HUSBAND'S LIFE
"HELL," SHE SAID.

Neal Rantoul, brother of Edward L. Rantoul, testified that Mrs. Rantoul said she would "make life a hell for Edward" if the Rantoul family did not allow her to divorce him and go to Rumrill.

"Mrs. Rantoul threatened to leave in the summer of 1912," the brother said.

"About 4 A. M. I was called on the telephone by my brother Edward," the witness said. "I immediately dressed and went to him. Edward told me that his wife was about to leave him and the children."

"Then Mrs. Rantoul said that Rumrill, my brother's college chum and heretofore best friend, had brought out the most intellectual side of her and that she must go to him. A heaven-sent love had come into her heart, she said, and she must indulge this love."

"She said she was fond of Edward, but that Rumrill needed her more than her husband. She further said she was very sorry for Edward."

"Going on, she said that such things as this had come into the lives of other children than her own, and that they would soon forget her. She told us that she intended settling her property on the children, as Rumrill had enough for himself and her."

Mrs. Rantoul watched her brother-in-law closely, eating cracked ice meanwhile to keep her up through her ordeal.

HAS \$150 TO PAY \$2,893.731.

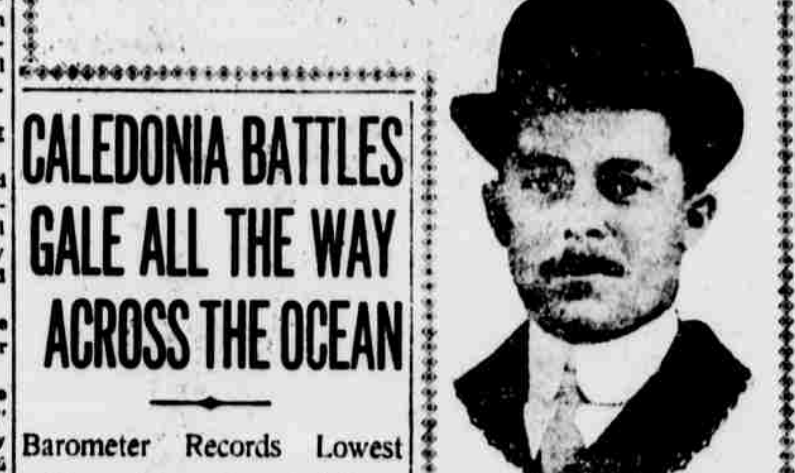
Adolph Segal, Bankrupt, Tells His
Liabilities and Assets.

PHILADELPHIA, March 3.—A schedule of liabilities and assets of Adolph Segal, promoter and until recently head of a company conducting a large hotel here, filed to-day, shows debts amounting to \$2,893.731 and assets of only \$150. The latter consist of wearing apparel and jewelry.

Segal was recently adjudged an involuntary bankrupt. He had been operating for nearly twenty-five years, among his enterprises being a sugar refinery in Philadelphia and another in Camden, N. J.

ENGINE OVERTURNS IN SNOW STORM; 40 SAFE AFTER 48 HOURS OF PERIL

Principals in "Heaven-Sent" Love
Affair That Descended to Earth



CHESTER ("CHIPPY") RUMRILL

CALEDONIA BATTLES GALE ALL THE WAY ACROSS THE OCEAN

Barometer Records Lowest
Figure Ever Reported by
Mariners in This Port.

The Anchor liner Caledonia came to this port to-day with a log book which read like a summary of all the greatest stories of storms at sea. In one way hers was a record passage, as one of the entries in the log was of the barometer reaching the remarkable figure of 27.40. This is identical with the reading brought in two weeks ago by the Columbia of the same line and is the lowest barometric record ever known to mariners in this port.

From the time the Caledonia left Queenstown—she was making the voyage for the Mauritania, which is laid up in drydock—the Atlantic did all it could to overwhelm her. She had head seas and gales of wind every day. In the twenty-four hours from noon of Feb. 25 she made only 110 knots against the wind and another.

Among her passengers was Sir B. Fuller, former Governor-General of Bengal, who is visiting this country on a pleasure trip.

One of the steerage passengers, Alister Judman, died, deranged, on Feb. 25. His body was brought to this country.

Those on the Caledonia numbered forty-one in the first cabin, 229 in the second and 321 in the steerage.

LAW IS BLAMED FOR LOSS OF STEAMER

Federal Board So Declares in Report
of Wreck of Oklahoma in Which
26 Lives Were Lost.

BOSTON, March 3.—Responsibility for the wreck of the tank steamer Oklahoma, which broke in two off the coast of New Jersey on Jan. 4, with the loss of twenty-six lives, is placed wholly on the failure to put in force a legal provision that would control and standardize the construction of steam vessels. The report of the Federal inspectors was filed here to-day.

NEW JOB FOR HARRINGTON.

Out of Dock Department, He Is in
Service Commission.

Matthew J. Harrington, former Secretary of the Dock Department, was to-day appointed Assistant Secretary to the Public Service Commission at a salary of \$3,000 a year. Commissioners Williams, Cram and McCall voted for the appointment. Commissioner Maltbie asked to be excused from voting.

Harrington was succeeded as secretary of the Dock Department by the father of Dudley Field Malone. The secretaryship of the Dock Department is a \$4,000 a year berth. The assistant secretaryship of the Public Service Commission was held by William L. Hanson, who is now City Court Justice.

Passengers Who Started for New
York From Atlantic City Sunday
Morning Wind Up in Camden—
Third Train Still Lost in Drift.

16,000 MEN AT WORK REMOVING SNOW BANKS

Traffic Gradually Resuming, but
Food and Fuel Supplies Are Short
and Little Is Coming in on Trains.

The effects of the storm of Sunday and Monday were less apparent in the city this afternoon because of the influence of bright sunshine and pleasant temperature, but down on the Jersey coast, between Red Bank and Whiting Junction, a New Jersey Central train has been lost in the snowdrifts since Sunday afternoon, and the railroad officials have been unable to get any information about it or the fifty passengers on board. The train left Jersey City at 10.12 o'clock Sunday morning and passed through Red Bank Sunday afternoon.

Another train, lost in the drifts in the sand dune and scrub pine section through which the Seashore Line of the Jersey Central runs from New York to Lakewood and Atlantic City, was unaccounted for until noon to-day, when the forty passengers arrived in Camden, across from Philadelphia, with a thrilling tale of their experiences. Still a third train, which left Jersey City Sunday afternoon, was lost until last night two miles below Red Bank and started back for New York with about half its passengers on board at noon to-day.

Owing to the fact that the wires are all down the railroad people are deeply concerned about the lost train. It had been out of sight in the wilderness of snow more than forty-eight hours this afternoon when a message from Red Bank stated that a snow-plough sent down the line this morning had not been able to sight the lost train or get any traces of its passengers and crew.

CITY DIGS MURPHY OUT OF SNOW AND LEAVES NEIGHBORS SNOWED IN

As Usual, Streets Cleaned at
'Chief's'—His Friend,
Next, in Luck Too.

East 84th street, from Third
avenue to 10th, is piled
high with mountains of snow on each
side.

WIND UP IN CAMDEN.

The forty who entrusted themselves to the Jersey Central at Atlantic City for passage to New York Sunday morning and wound up to-day at Camden, as far away from New York as their starting point, owe their progress southwestward instead of northward to the Pennsylvania Railroad. The following is a statement of their adventures told in a despatch from Camden.

A snowstorm was in progress when the train left Atlantic City and grew in violence. At Whiting Junction the Jersey Central line from Atlantic City to New York crosses the Pennsylvania line from Long Branch to Philadelphia. The engine of the Jersey Central train jumped the track and turned over just after leaving Whiting Junction, which contains only a signal and switching tower.

Engineer Patrick H. Doyle of Jersey City and Fireman Bernard Sweeney of Somerville were buried under the engine. The passengers and crew did their best to dig out the imprisoned men, but were making poor progress until the Pennsylvania train from Long Branch to Camden arrived.

With the aid of the passengers and crew of the Pennsylvania, Doyle and Sweeney were extricated after two hours' work Sunday night. Doyle was suffering from severe scalds and exposure and Sweeney was badly bruised.

PENNSYLVANIA TRAIN RESCUES PASSENGERS AND CREW.

Owing to the wrecking of the Jersey Central locomotive the heating and lighting system of the Jersey Central train was put out of business. The cars were dark and cold, and snow had half buried them. The conductor of the Pennsylvania train decided to take the forty Jersey Central passengers and the crew of the Jersey Central train to Camden.

The start was made late Sunday night. The Pennsylvania train crept along until shortly before noon pas-

Weather—Fair to-night, colder Wednesday; cloudy.